1. **Definition of Terms**

- \(T\)ₜ - Fast Track Concrete Paving Depth at Intersections and Leave-Outs.
- \(T\)ₚ - Normal Concrete Paving Depth as shown in the Plans.

2. At intersections and leave-out locations, use the same longitudinal and transverse bar spacing, for the fast track paving area as that used for single mat. For single mat fast track paving, place the longitudinal and transverse bars for the fast track paving area at the horizontal plane elevation that is 40 inches lower than that used for the adjacent concrete paving depth \(T\). As shown in Figure 1, use single mat steel in fast track paving areas adjacent to pavement slabs with single mat reinforcing. Use double mat steel in fast track paving areas adjacent to pavement slabs with double mat reinforcing.

3. The required fast track paving areas will be shown on the plans. The contractor has the option to utilize fast track concrete paving at \(T\)ₜ. The fast track paving areas will be shown on the plans. The frontage road leave-out areas that are not shown on the plans, with prior written approval from the engineer, shall be fast track paving areas for the intersection of a major street with the frontage road as shown in Figure 2, and for the intersection of a minor street or driveway with the frontage road as shown in Figure 3. Fast track pave the frontage road for the full frontage road width and place in stages as required.

4. Use additional reinforcing steel bars in 30 inches long and spaced center to center equal longitudinal bars along the transverse construction joint. Use reinforcing steel bars equal to the adjacent concrete paving depth \(T\) as shown in Figure 1. For single mat fast track paving, place the longitudinal and transverse bars in the fast track paving area at the horizontal plane elevation that is two tie-bar diameters lower than that used for the adjacent concrete paving depth \(T\). As shown in Figure 1, use single mat steel in fast track paving areas adjacent to pavement slabs with single mat reinforcing. Use double mat steel in fast track paving areas adjacent to pavement slabs with double mat reinforcing.

5. Splice length is a minimum of 30 times the nominal steel diameter.

6. Place the concrete placement at a uniform depth throughout the fast track concrete paving area.

7. For continuous sections of roadway where fast track paving is the primary pavement type, use the bar size and spacing from the CRCP standards that correspond to the fast track slab thicknesses.

8. Use longitudinal tie-bars of the same size diameter and spacing as the longitudinal bars. A single piece tie-bar may be used if the 30 times diameter tie-bar projection does not interfere with the safe handling of traffic.

9. Base the depth of saw cuts for sawed joints on the fast track concrete paving thickness.

10. This standard is not intended to replace other standards except where specifically stated herein. For paving details not shown on this drawing, refer to the standard sheets for continuously reinforced concrete pavement shown elsewhere in the plans.

### Table 1

<table>
<thead>
<tr>
<th>EQUIVALENT PAVING THICKNESS</th>
<th>(T)ₜ</th>
<th>(T)ₚ</th>
</tr>
</thead>
<tbody>
<tr>
<td>(T)ₜ/(T)ₚ</td>
<td>(x)²</td>
<td>(y)²</td>
</tr>
<tr>
<td>33/1</td>
<td>1.25</td>
<td>1.00</td>
</tr>
<tr>
<td>66/2</td>
<td>1.50</td>
<td>1.00</td>
</tr>
</tbody>
</table>

* With base structure: 1" - asphalt stabilized base, 6" - Portland cement treated base, 8" - lime treated subgrade. * Ron as cut subgrade

** See joint sealing details on CRCP standards.

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**Legend**

- ASB - asphalt stabilized base
- CRCP - continuously reinforced concrete pavement
- D - diameter
- LTS - lime treated subgrade
- PCTB - Portland cement treated base
- 1" ASB
- 6" LTS

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**Notes**

- Section A - A
- Figure 1
- Figure 2
- Figure 3

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**Appendix**

- Fast Track Paving Details
- Continued...